



FLY-IN VISITORS GREETED BY A FRESH, NEW LOOK AT MCCALL

By: **Darla Christenson**
ITD Public Affairs

The Northwest Mountain Family Fly-In, held August 13-15 in McCall, was all about safe flying. And mountain biking. And Dutch oven cooking. And lake tours.

The Family Fly-In, hosted by ITD's Division of Aeronautics and the City of McCall, was true to its name, providing a variety of activities designed for families, aviation enthusiasts and pilots. While the emphasis remains on pilot education and safety, this year's event expanded to include a broad range of activities for the non-pilot.

C.W. "Butch" Welch, the host of a nationally televised cooking show and author of several cookbooks, known to his fans as "Cee Dub," led two Dutch oven cooking demonstrations. Given the opportunity, he happily spreads "the gospel of Dutch oven cooking," and peppers each cooking demonstration with humorous tales of the backcountry. He draws upon his 21 years as a game warden for many of his recipes and cooking techniques.



Up close and personal with a National Guard Apache. (Photo by Frank Lester)

"A lot of times, we'd go in and out of the backcountry on horses or in airplanes," he said. "In both modes of transportation, weight and space is critical."

Pilots and passengers alike were drawn to the demonstration by the appeal of cooking hearty meals in the great outdoors.

"The airplane is just a different way to get to a campsite," said Lee Crump of Twin Falls. "With any kind of

camping, you can take along the cooler and cook outside on a grill, but this gives you an oven. It gives you a different kind of kitchen, another weapon in the cooking artillery."

"This year's Fly-In had something for the entire family," says Frank Lester, Division of Aeronautics. "McCall is an ideal destination - it's a showcase for

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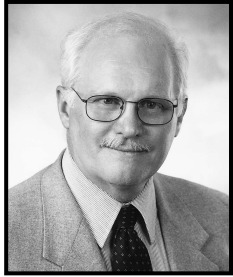
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From the Administrator:



The Big Creek Four



Many of you have heard by now that the appeal process for the Frank Church-River of No Return (FC-RONR) wilderness has been completed. The initial Forest Service response did not favor our efforts to assure continued public access to the Big Creek Four (Vines, Dewey Moore, Simonds and Mile Hi). HOWEVER, thanks to help from the offices of Senators Craig and Crapo, the Forest Service has agreed to remove from the management plan the definition of "Emergency Use Only," which would have essentially closed these airstrips to the public. Although the airstrips still carry this classification, the management plan does not define it. This action returns the plan to circa 1985, where the airstrips were classified as "Emergency Use Only," but they remained open for public use.

In accordance with their management plan, the Regional Forester has also agreed to develop a maintenance plan for the upkeep of the airstrips. In addition, the Forest Service will also complete an assessment to reclassify the airstrips to something more appropriate and descriptive (e.g. Hazardous).

In the meantime, these airstrips are open for public use. If you have the right equipment and the appropriate skills, then they are there

for you to use. But please do remember that along with the Idaho Aviation Association we are promoting responsible use of all backcountry airstrips, both inside and outside of the wilderness. We encourage using them if you have a reason to be there, but we discourage landing at any of these airstrips just to say you did.

Remember that there are many different users of the backcountry and they all have a right to be there. Some access these areas by water while others do so on foot, by horse or by road. Not everyone uses an airplane and some don't even like hearing airplanes in the backcountry (yes, it's true). We all know of backcountry airstrips that have small communities and/or residences close by. Sometimes airplane noise becomes a real issue for these people. So when flying out there, whether it's an over-flight or a landing or takeoff, help us by being a good neighbor. Be considerate of the other users and local residents. Keep a little extra altitude, fly to one side of the canyon, avoid flying over communities and structures, pull your power back and reduce your prop rpm. This all leads to less noise and fewer complaints. The backcountry is there for all of us to enjoy and when we are out there doing just that none of us want our experience ruined. So, be considerate and help others enjoy what the Idaho backcountry has to offer.

The Boulder-White Cloud Wilderness

On another note, many of you are already aware of the efforts to

create another wilderness area in Idaho. The Boulder - White Cloud (B-WC) wilderness would be created through the Central Idaho Economic and Recreation proposal. At the present time we know of no existing airstrips within the proposed geographic area (that doesn't mean there aren't any). However, I have been in contact with a party that has an airstrip immediately adjacent to the wilderness boundary. This party has expressed concern over the future of the airstrip, should the adjacent area become wilderness.

As we have all witnessed with other wilderness areas in Idaho, once they are established they continue to grow through land purchases and land exchanges. Because the subject property is immediately adjacent to the proposed wilderness there is the likelihood that the existing airstrip could be impacted by land acquisition. Hence, we have drafted proposed language that would not only protect airstrips that might be within the wilderness boundaries, but also those that may be part of any future land acquisition. This has been a recurring issue with the FC-RONR wilderness. Although airstrips that were in existence on that July day in 1980, when the FC-RONR was designated wilderness, are protected, the Forest Service claims the same protection does not apply to the lands acquired for inclusion into the wilderness after 1980. Therefore, we

See Administrator

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Radio Chatter

By: Frank Lester, Safety/Education Coordinator

No Matter How You Spin It . . . It comes down to Courtesy, Consideration, and plain ole' Common Sense



Recent events have left me shaking my head and wondering what will it take for us to look beyond our own personal

needs and fully understand the consequences of our individual actions. Without naming names or passing out tail numbers, I would like to relate these incidences, hoping they are the exception and not the rule. The focus of these situations is, unfortunately, our most sensitive environment . . . the mountains. When I was a young Forestry major in college, I remember the buzz word of the day being "multiple use." Everything we studied had this phrase as an underlying theme. Why? Because there were a lot of people and jobs that relied on the forests for either their livelihood or their recreational needs. If we wanted to use it today and tomorrow, we had to work together to protect it; simple enough to remember but why is it so difficult to understand?

As the years passed, the concept of multiple use may have changed in name, but the underlying theme is still the same: If you want it there tomorrow, you must do your part today to protect it . . . and your privilege to use it. As with any privilege, you have responsibilities and one of those responsibilities is to ensure that everyone has the opportunity to enjoy their "mountain experience" as much as you.

Well, it appears we have a few people who don't subscribe to this theory and view this experience as theirs to take regardless of how it

impinges on everyone else's. For example, there is a slick little homebuilt that travels at the speed of heat and whose owner enjoys performing

unscheduled aerobatic shows over the streets of Yellowpine. He doesn't see the problem as demonstrated by the following excerpt from an email I received shortly thereafter, there are those that don't share his view: ". . . *some idiot flew up the middle of main street 500 feet off the ground and pulled up right over the stage interrupting a music competition. That was the frosting on the cake!! Of course we didn't get a plane number, we were all too busy ducking (all 500 of us!!!). I can't tell you the exact time - I don't even know where my watch is . . . If people are this inconsiderate to a village, I can imagine how the same pilots treat the wilderness. At this point we have withdrawn our support to the wilderness airstrips, I hope they close them all. Make the rich have to walk just like us regular folks.*" Over wrought? Maybe; but perception, not accuracy, is our worst enemy. How many times do we have to shoot ourselves in the foot before we realize that these people have opinions, too? These opinions weigh heavily in many of the major decisions that affect our use of the mountains. [Courtesy, consideration, plain ole' common sense . . . I don't see any here.](#)

If you have ever received any "formal" training in "back country courtesy," you know that there is an unwritten code of Do's and Don'ts that we must adhere to in order to



What purpose do these maneuvers serve?

avoid situations like the one mentioned earlier.

- Fly to the right side of the canyon;
- Turn on your landing lights;
- Monitor 122.9 and make position reports;
- Announce your intentions while in the traffic pattern and on the ground;
- Avoid multiple takeoffs and landings;
- Stay as high as possible except during takeoff and landing;
- Reduce power and RPMs when safety permits; and
- Above all, be safe.

There are others, but those are the only ones that come immediately to mind.

Noise is a very sensitive issue in the back country. One aircraft regardless of size makes a considerable amount of noise at full power. Add to that a turbocharger and you have a potential for conflict on this issue. What about two aircraft, or three, or four, taking off in formation? It is no longer an issue, it is a confrontation. Is this necessary? What are we demonstrating with these maneuvers and to whom? [Courtesy, consideration, plain ole' common sense . . . I don't see any here.](#)

See Radio Chatter

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Airport Maintenance

By: Mark Young, Airport Maintenance Manager

Johnson Creek Webcam

In the early part of the summer, the Division of Aeronautics was



approached by Midvale Telephone Company asking if we might have an interest in placing a webcam at the

Johnson Creek airport. It seems they had an extra camera and thought the airport might be a good place for it. Following our approval, Midvale Telephone installed a telephone line and the necessary electric lines into the shop, securing the camera on the old flag pole at midfield.

We wish to express our thanks and sincere appreciation to Midvale Telephone for their offer and their donation of labor and installation costs. We anticipate leaving power to the camera throughout the winter; however, additional wiring must yet be installed this fall in order to accommodate winter use. We also have plans to install webcams at other airports where power is available. The availability of funding will determine how quickly these are completed.

You can view the south half of the Johnson Creek airport on the webcam at www.ruralnetwork.net/johnsoncreek/

Picnic Table Donation

The Division would like to express its appreciation to the Cessna 180/185 Club for their very generous donation of an all-weather eight foot picnic table at Johnson Creek. It will remain available in the camping area throughout the year. Thanks Skywagons, for your donation.

Garden Valley Sprinkler System

As this issue of the Rudder Flutter goes to print, the installation of the buried sprinkler system at Garden Valley is in progress. Installation of this type of irrigation system removes a hazard from the runway (4" sprinkler pipe), as well as frees up time for the seasonal employee to perform other duties as they will no longer need to move sprinkler pipe!

Not to get visitors' hopes up, but it would appear at this point that we may have enough funds remaining from the sprinkler project that we can also have a well dug this fall or

early next spring. That improvement alone should increase the popularity of this nice strip with a beautiful campground adjacent to the South Fork of the Payette River. An update on the project will be published in the next edition of the Rudder Flutter.

Fly-Ins

We would like to ask any group of folks considering having a fly-in at any of the state strips to please coordinate with our office. We would like one individual to act as the point-of-contact who will work with us and serve as coordinator for the event. We further ask that each group assist us in ensuring that everyone has an opportunity to enjoy their stay. If you observe someone acting inappropriately, please ask them to stop. Remind them that we must be sensitive to everyone's right to be here and our seasonal employees are not hired to mediate disagreements or police inappropriate behavior.

Also remember that tie downs and campsites are on a first come basis. Sites cannot be saved for friends who will be arriving at a later time. Please help us make yours and everyone else's experience a good one by adhering to these simple rules.



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Aviation Medical Matters

Say Again? Hearing and the Pilot

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

Do you know any older pilots who don't wear hearing aides? If you have considered investing in a pair of Active Noise Reduction (ANR) headsets, but haven't yet bought them, please read this article. If you have already made the purchase and want to feel good about it, read it as well.

We are allotted one pair of ears at birth to provide us with the sense of hearing. Although the deaf can function relatively well in society including flying with a Statement of Demonstrated Ability (SODA) in an environment not requiring radio communication, with a little care our hearing can usually serve us well throughout our lifespan.

Sound is physical wave measured in frequency (pitch) and amplitude (loudness). It is transmitted through a media- solid, liquid or gas (remember the tag line for the movie Alien- "No one can hear you scream in space"). The normal human ear can hear a frequency range of 20-20,000 Hz (Hertz or cycles per second). Amplitude is measured in decibels (dB). This is a non-linear scale with zero as the normal threshold for hearing. A minus level is better than normal hearing and a normal threshold is up to 25 dB. Hearing tests usually measure the threshold of hearing over a number of pure tone frequencies (500, 1000, 2000, 3000 Hz). Another method of testing is called speech discrimination threshold at which a person can correctly hear 50% of a list of standardized words. The hearing test performed during a flight physical consisting of a forced whisper at 6 feet done is not a very sensitive test of hearing loss. Ask your AME if you can have a "pure tone audiogram" as part of your flight

physical sometime to get a better idea of where you are in terms of your hearing. Most offices that sell hearing aides will offer such tests for free, but be careful, they are trying to make a sale and may not give unbiased interpretations of the results!

Hearing is transmitted through the ear, which is divided into three sections. The outer ear, which is the part attached to the side of the head, functions as megaphone to capture sound waves and transmits them to the middle ear. The middle ear consists of three bones, one covered with a membrane that functions like a drum and transmits the sound waves through the two other bones to the inner ear. The inner ear is a series of different sized hair cells suspended in fluid and attached to a membrane. The hair cells respond to different frequencies and convert the sound waves into electrical impulses which are then transmitted through the auditory nerve to the part of the brain that first converts them into sound and then interprets them as speech, music or noise (there is some overlap in these categories, e.g. rap "music").

Damage from noise occurs in the hair cells of the inner ear and is specific to a particular frequency. The amount of damage depends on the amplitude and the duration of the exposure. There is some variation in risk for noise damage. While white men are at higher risk, they may also have higher exposure rates during their normal work and recreational activities, making it unclear as to whether or not race is a real risk factor. There is also a phenomenon called "presbycusis" - hearing loss as a result of old age. This may also be

more a product of cumulative noise exposure over time rather than a true change due simply to aging.

Typically, damage from noise exposure produces a temporary decrease in hearing, that will fully recover after resting the ears. The louder the noise and the longer the exposure, the longer the time needed for recovery. Beyond a certain level of time or intensity, the deficit will become permanent. For example, OSHA (the Occupational Safety and Health Administration) sets a standard of 75-80 dB for continuous noise exposure throughout an 8 hour work day. Most people will experience pain only when the noise is greater than 125 dB, so hearing loss usually occurs insidiously without warning from pain. Jet engines on take off produce 145 dB. Most airplane engines that we fly produce 100-105 dB. The OSHA exposure standard at this level is 1-2 hours.

Most conversation occurs in a more narrow range of 500-3000 Hz. The higher frequencies are more sensitive to damage and for most people with gradual hearing loss, the higher frequencies go first. This creates a problem with discriminating speech from background noise, such as conversation in a crowd or hearing the difference between similar sounding words like "fish" and "fist." Hearing aides help with this by amplifying the frequency range of conversation, making it easier to hear the words. Unfortunately, aircraft engines generally produce sound in the 500-3000 Hz range. Using hearing

Hearing and the Pilot

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Family Fly-In

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outdoor recreation, and easily accessible by plane.”

“Idaho is my favorite place to fly, no doubt,” said Brick Loring of Salt Lake City. He realizes that flying in Idaho often includes flying in the backcountry, and places a lot of importance on knowing how to do that safely.

Kyle Garrett, also from Salt Lake City, attended the Fly-In for the third time. What brings him back? “Oohhhh, airplanes,” he said, Homer Simpson-style. “It’s the best flying in the lower 48 states,” he said. “You’ve got 40 plus backcountry strips concentrated in one area - it’s not like any of the other western states.”

An estimated 220 pilots, many of whom brought family or friends along, registered for the



weekend event. This nearly doubles last year's attendance figures. Organizers attribute the dramatic increase to the diversity of activities, expanded events for kids, off-airport tours and an aggressive promotional campaign.

The activity line-up also included mountain biking at Brundage Mountain, golf, a tour of the Tamarack resort, a walking tour of McCall, and a land/lake tour in an authentic WWII Amphibious DUKW. Activities especially for children included free airplane flights with the Experimental Aircraft Association's Young Eagles, a visit from Smokey Bear, face painting, McPaws Regional Animal Shelter, and learning about and looking at llamas.

See Family Fly-In

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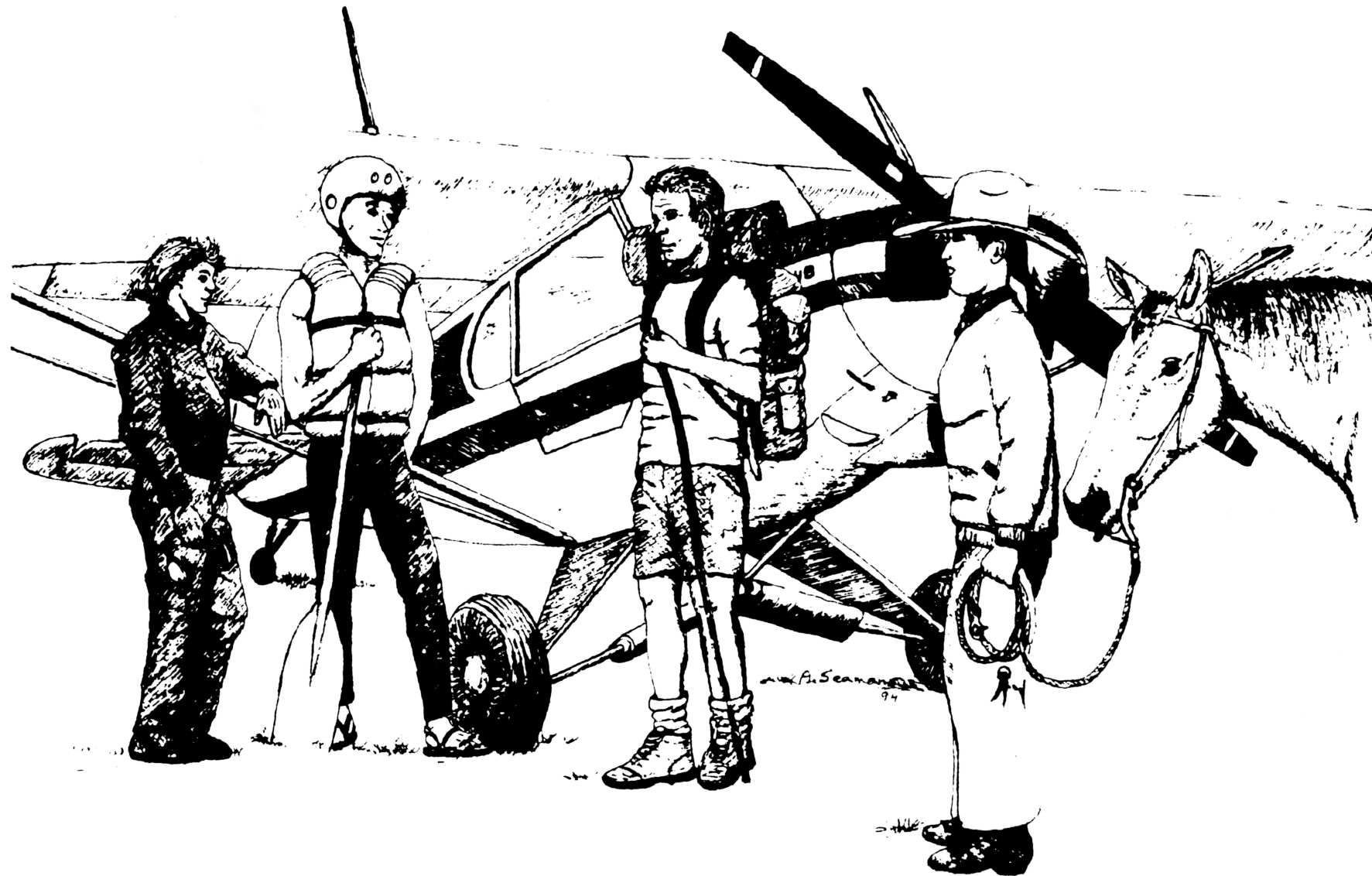
McCall Family Fly-In 2004



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- ☐ Practice no trace camping.



United States
Department of Agriculture
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Idaho Division of Aeronautics
In memory of a fine aviator, Susan Schroeder

Idaho Aviation Association



Family Fly-In

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Local area Boy Scouts came to McCall to earn their Aviation Merit Badge. Ranging in age from 9 to 15, the scouts booked up on different kinds of aircraft, took a guided tour of airport taxiways and witnessed air traffic controllers at work.

Boys from Troop 245 of McCall and Troop 202 of Meridian spent much of the day with ITD Division of Aeronautics staff member Debbie Woolery, and volunteer Ric Woolery.

"I think it's fun," said John Jackson, 13, of Meridian. "I learned about lift, drag, thrust, weight."

The event was organized by the ITD's Division of Aeronautics, the

FAA, the city of McCall, the McCall Area Chamber of Commerce and McCall Aviation, and sponsored by Avionics Master, Inc., McCall Aviation, Fly Ties, SuperCub.org, EAA, Intermountain Aerospace, Whitetail Club, Pepsi, Paul's Market, Snack Lion, and Tom Wooten.

Join us for new activities and loads of fun at the 2005 McCall Family Fly-In, August 12-14.



Fly-In Photos courtesy of Darla Christenson, Kristin Utz, and Frank Lester



Boise Airport Champions Idaho Rural Air Service

By: John Anderson, Boise Airport Director

On the west end of the ramp at Boise Airport, there is evidence of a distinctive service that few commercial airports provide. From here, Idaho air carriers, Salmon Air and McCall Air, offer the unique opportunity of scheduled service between remote mountain airstrips and a commercial airport.

In Idaho, many communities rely heavily on year-round air transportation for medical, mail, groceries, and other vital services. Outdoor recreation enthusiasts who travel to experience the Idaho backcountry also require transportation to these inaccessible locations. At Boise Airport, these needs do not go unnoticed.

Boise Airport provides a key transition for local and visiting passengers. Passengers easily transfer between the major airlines and Idaho air carriers.

Salmon Air and McCall Air each have counter space located in Baggage Claim, which gives them easy access to the west end ramp where they park their aircraft to load and unload their passengers. Salmon Air, a certified commuter air carrier, also has counter space located in the Ticket Lobby.

Since their aircraft are located off the concourses and the counter spaces are provided at a reasonable rate, doing business at Boise Airport is economically feasible for both air carriers and convenient for passengers. Similar air service at other airports would require transport to a general aviation airport.



Idaho's rural air carriers serve the state's remote interior.

(Photo courtesy of Boise Airport Staff)

According to the 2000 U.S. Census, Idaho is ranked 39th in population and ranked 13th in land size. With the population spread out

over such a large area, remote areas will always have a need for air service. Boise Airport will continue to cater to the air carriers that provide this service.

Boise Flight Standards District Office
3295 Elder Street, Suite 350
Boise, ID 83705

Phone: 208-387-4000
1-800-453-0001

Fax: 208-387-4020

Walker	John	387-4001	Manager
Sanders	Lew	387-4002	Asst. Manager
Goostrey	John	387-4006	Safety Program Manager
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Reames	Jim	387-4014	Computer Specialist
Noa	Frank	387-4010	Aviation Safety Assistant
Pate	Heather	387-4011	Aviation Safety Assistant

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McClellin	Jerry	387-4007	Maintenance
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Smart	Cliff	387-4015	Maintenance

Operations Inspectors

Darling	Patrick	387-4005	Operations
Pedersen	Judy	387-4012	Operations
Waite	Chet	387-4016	Operations
Weber	Nick	387-4017	Operations



Calendar of Events

Email your event information to tammyschoen@itd.idaho.gov for inclusion in the **Rudder Flutter** and the **Aeronautics** website.

NOVEMBER

14 **Sunday Brunch**, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421

DECEMBER

12 **Sunday Brunch**, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421

18 **Wright Brothers 101 Flight**, Top Fun Flyers, Steve Clements, 208-323-1585

21 **Winter Solstice Flight**, Top Fun Flyers, Steve Clements, 208-323-1585

FEBRUARY

4-5 **Flight Instructor Refresher Clinic**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

MARCH

9-12 **Idaho Aviation Festival**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

APRIL

8-9 **Flight Instructor Refresher Clinic**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775



Aviation Festival
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Boise Tower Awarded “Regional Facility of the Year”

By: Frank Lester, Safety/Education Coordinator



Left to right, Sheila Sweeney, Supervisor, Gordon Stewart, Tower Chief, and Mark Griffin, NATCA Representative, receive the Facility Award from Raul Trevino. (Photo by Frank Lester)

The Boise Air Traffic Control Tower (ARTCC) was recently awarded the Regional Facility of the Year for 2003. The facility was rated outstanding and best among five other comparable facilities within the FAA Northwest Mountain Region's seven states of Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado.

During the evaluation period, all facilities were rated on Operational Excellence, Communications, Employee Development, External Relations, Resource Management, Human Relations, Professionalism, Employee Morale and Customer Service.

Raul Trevino, Area Director of the Western en Route and Oceanic Operations, presented the award saying, "We are very proud of the men and women of Boise Tower who consistently provide outstanding services to the community."

The Boise ARTCC handled over 163,000 operations in 2003 including support to the National Interagency Fire Center, National Guard, Federal Express, DHL, Western Air Express, United, Delta, Southwest, Horizon, America West, Skywest, Frontier, Northwest, and Big Sky Airlines. Support was also provided to numerous Fixed Base Operators such as flight training and corporate aviation.

Boise is the first facility to have a fully certified and commissioned Airport Surveillance Radar system (ASR-11) in the nation. The all-digital radar replaces the existing analogue system and has weather display capability. Commissioned operations began at the end of August. The Boise facility's training program for the ASR-11 transition has been adopted nationally by the FAA.

The facility was also recognized for its outstanding contribution to the overall National Airspace System.

Personally speaking, Gordon Stewart, Tower Chief, and all his controllers deserve a big High Five and a tip of the "All Pro" hat for their accomplishment. But we already knew what the Boise Tower Folks were capable of; they have been the air traffic pros that have run the tower at the Family Fly-In in McCall for the last five years.

WAY TO GO!!!

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15th of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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Radio Chatter

Continued from page 3

The Garden Valley airport was recently closed for two weeks to lay a new sprinkler system. There was an "X" about a third of the way down runway 10. While contractors were surveying on the runway, an aircraft flew over the crews, over the "X" and landed to the west on the last half of the runway. The pilot stated that he thought the "X" had something to do with helicopters. While I don't know if there was a second "X" on the runway, I find it hard to believe that the pilot wouldn't have questioned the position of the "X", the crews on the runway, and the activity that was taking place. What is that saying about the word ASSUME? It makes an . . . never mind. What do we have a radio for? Don't we check NOTAMs anymore? [Courtesy, consideration, plain ole' common sense . . . I don't see any here.](#)

Well, that's enough for me today. I shake my head and wonder what is going on here. I don't stand in judgment; Lord knows I've had my share of "Brain Fade." But today, when the tolerance for our mistakes is at an all-time low, the trend of pilots flying "with it up and locked" appears to be getting worse. There are those who acknowledge their errors but don't care about changing them. They don't care what others think. Wouldn't it be easier to solve our problems out of court, without the need for an attorney and a lengthy court battle? There is a way but it will take a concerted effort from ALL of us; changes in the way many of us think. [No Matter How You Spin It . . . It comes down to Courtesy,](#)

Beaverhead County

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William R. Briggs

Undersheriff
Jay T. Hansen



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Beaverhead County Sheriff Bill Briggs has contacted Montana Aeronautics in regard to a situation that is developing in his county that could pose a significant threat to the safety of those using the county roads and state highway in the Dell, Montana, area. Many of you may be aware of a very popular restaurant in Dell called "Yesterday's Café." While the sheriff does not question the quality of the meals and the atmosphere provided by Yesterdays', he is concerned about the increase in airplane traffic landing and taking off of the adjacent county road and state highway 91. For the past twenty years, local pilots have landed at the Café without incident. Unfortunately, the word is out. Airplane traffic is increasing and there are now more planes landing from out of the area that are not as cautious in their approach. The sheriff has received numerous complaints from local residents, who use the roads to get to the local post office, the highway and the local businesses. In the past year, there have been three incidents (airplane vs. vehicle/tractor) reported that were very close calls. Any of the three could have ended in tragedy. Sheriff Briggs lives nearby and has witnessed aircraft activity that was very dangerous in the past two years.

The sheriff has decided that it is time to call a halt to all aircraft landing at Yesterdays' Café. With the exception of emergency situations, Montana Law allows aircraft to land on public roads, providing prior permission from the local governing authority has been obtained and proper safety precautions are implemented. Such is not the case with the situation at Dell.

*It is not good judgment to wait for an accident in order to take action. We realize that this will upset some who have been careful in the past. The sheriff will take legal action in the near future for those who continue to land on the public roads in the Dell area. He wants to avoid that by getting the word out in advance. Please pass the word on to any pilots that have landed on the public roads in the Dell area in the past. **The good news is that there is a paved, public airport 1/4 mile West of Yesterdays' Café, within easy walking distance.** We will appreciate any and all cooperation provided to assure the safety of pilots and the residents of the Dell area.*

[Consideration, and plain ole' Common Sense.](#)

. . . just when you thought it was safe to go in the water . . . I just received a note from my counterpart in the Montana Division of Aeronautics that the Beaverhead County Sheriff has witnessed some very unsafe practices involving pilot's landing in Dell, Montana. Apparently they are landing on the road to go to

the popular Yesterday's Cafe. He believes that a few of the planes not using good sense and causing hazards are from Idaho. I was asked to include this in our newsletter (see Beaverhead County Sheriff's letter above). Take a look at it and get the word out . . .

**PLEASE,
NO MORE LANDING ON
THE ROAD IN DELL!**



Danner dies in plane crash

By: Anna Means, The Challis Messenger (Printed with permission)

Bob Danner, life-long resident of the Sawtooth Valley, veteran pilot and owner of Stanley Air, died in an airplane crash the night of Sept. 13.

Danner and a second plane had been into Pistol Creek that day, according to one source. On their last run out, sometime around 8:00 p.m., the second pilot, who was flying behind Danner, decided to land at Sulphur Creek and wait out the inclement weather.

Shortly after landing, the pilot heard an emergency locator transmitter (ELT), which are generally set off by the impact of a crash.

According to the Valley County Sheriff's Department, their dispatch was notified of the ELT signal coming from the Bruce Meadows environs. A ground crew of Forest Service and Fish and Game personnel, plus Valley County deputies and Search and Rescue volunteers initiated a search that night. Two fixed wings and a helicopter joined the search on Tuesday.

Danner's plane was spotted by the helicopter at about 7:00 p.m. on Tuesday and they verified Danner was



Bob Danner, right, stands next to his classic bi-plane with Governor Dirk Kempthorne during a Stanley Airport dedication ceremony [in] the summer of 2000. (Messenger file photo)

in the plane. He had crashed into a west slope of Cape Horn Mountain at approximately 8,700 feet.

Poor weather, changing cloud ceilings and snowfall made the search difficult. The [ELT] signal was hard to locate because it bounced from mountain to mountain. The crash site is about three miles southeast of the Bruce Meadow landing strip.

Danner, 63, was an extremely experienced and competent pilot, the sheriff's office said. It appeared that weather conditions changed too rapidly for him to fly safely to Stanley.

In deference to Danner's family and friends, the Stanley City Council cancelled all meetings and public hearings scheduled for [that] Wednesday night. They recognized him as an outstanding member of the community.

We at the Division of Aeronautics, along with Bob's many friends and family, will miss him dearly. He was a good friend, a good pilot, and an important member of the Idaho aviation community. All of us in aviation feel the pain of his untimely departure.

— Editor

Administrator

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are working to correct that situation in the language of the proposed B-WC wilderness.

We are further working to include language that would ensure the preservation of over-flights by private

and commercial aircraft to prevent a situation similar to what has happened with the Grand Canyon airspace. Because one premise for creating this wilderness is recreational access, and aircraft are viewed as a means to access recreational areas, we are also writing

language that would permit the future development of airstrips as recreational access points.

Bob Martin
ITD Aeronautics Administrator





ADDRESS SERVICE REQUESTED

Hearing and the Pilot

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aides for a hearing loss in this range may not be very helpful, since the background noise will be amplified as well, making it difficult rather than easier to pick out the words. Some of the newer hearing aides allow more selectivity in the frequencies amplified and may better address this problem. Cochlear implants, a device that converts sound into electrical impulses and transmits them by wire to the part of the brain that converts them into sound, help with total deafness but certainly do not restore any semblance of normal hearing.

If all of the above where not enough, there are other physiologic responses to noise. It causes increased heart rate and blood pressure,

increases fatigue, effects the ability to learn and work efficiently, and can cause vestibular problems (balance and equilibrium) or tinnitus (ringing in the ears) that can persist even after the noise stops.

There are three categories of protective devices, assuming you don't plan on limiting yourself to short flights in a glider. These are inserted, muffs and ANR. The efficacy of these devices is also measured in dB, by the reduction in amplitude that results with their proper use. Inserted devices range from ear plugs to custom molder ear inserts. These are especially good for protection from higher frequency damage. Muffs offer better protection from sound in general, but require an air tight seal to work properly and may be uncomfortable. ANR is relatively new. This technology uses a computer to

analyze the frequency of the noise and produce a similar sound wave but out of sync with the original noise physically canceling out the sound wave. ANR in general is more expensive and the good devices even more so; however, they are remarkably effective and about a fourth the price of the cheapest hearing aides.

ANR technology is evolving and cabin systems that use ANR to decrease cabin noise are now available, although more for executive jets and turbine twins than for single-engine, piston aircraft; that may change in time. Maybe some day they'll place ANR systems around airports so that people who move close to airports won't be able to complain about the noise. With luck, the system will work both ways; pilots won't have to hear the noise these people make while complaining either.

